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PROCEEDINGS

OF THE

CONVENTION,

HOLDEN AT WINDSOR, VT., JANUARY 20, 1836:

FOR THE PURPOSE OF

TAKING PRELIMINARY MEASURES

FOR A

RAIL ROAD

THROUGH THE VALLEYS OF THE CONNECTICUT AND PASSUMPSIC RIVERS

TO THE ST. LAWRENCE.

[PUBLISHED BY REQUEST OF THE CONVENTION.]

CHRONICLE PRESS.....WINDSOR, VT.

PROCEEDINGS.

PURSUANT to public notice, a Convention was held at Windsor, Vt., on Wednesday, the 20th day of January, 1836, for the purpose of taking preliminary measures for the construction of a Rail Road through the Valleys of the Connecticut and Passumpsic Rivers to the St. Lawrence; connecting with New Haven and New York.

At ten o'clock, A. M., the following named gentlemen assembled and took seats as members of the Convention:

Eliphalet Averill,	Hartford, Ct.	Elijah Cleaveland,	Conventry, Vt.
Horace Averill,	Do.	Ellis Cobb,	Barton, do.
John Allison,	Weathersfield, Vt.	C. Carpenter,	Derby, do.
Samuel Allison,	Do. do.		
Daniel Ashley,	Hartland, do.	George T. Davis,	Greenfield, Mass.
Alpha Allyn,	Charleston, do.	Jabez Delano,	Windsor, Vt.
J. Allds,	Claremont, N. H.	Daniel Denison,	Hartland, do.
		Isaac Denison,	Burke, do.
Elkanah Barton,	Springfield, Mass.	Dennis Dow,	Plainfield, N. H.
Wm. S. Brooks,	Chesterfield, N. H.	A. Dickey,	Newport, N. H.
J. D. Bradley,	Brattleboro', Vt.	E. Duren,	Charlestown, N. H.
Tho's. Boynton,	Windsor, do.		
John Bryant,	Meriden, N. H.	Charles M. Emerson,	Hartford, Ct.
J. B. C. Burton,	Norwich, Vt.	Thomas Emerson,	Windsor, Vt.
Pierce Burton,	Do.	Elihu Emerson,	Norwich, do.
Wm. Boardman,	St. Johnsbury, Vt.	Abel Edgell,	Lyndon, do.
Abel Butler,	Do. do.	Roswell Elmore,	Claremont, N. H.
B. P. Baldwin,	Bradford, do.	Amasa Edes,	Newport, N. H.
Ebenezer Brewer,	Barnet, do.		
John Boardman,	Glover, do.	F. H. Fessenden,	Brattleboro', Vt.
Doct. Bartlett,	Claremont, N. H.	Joseph Furber,	Hartland, do.
		Abel Farwell,	Do. do.
Julius Catlin,	Hartford, Ct.	Ch's. Flanders,	Plainfield, N. H.
Benj. K. Chase,	Cornish, N. H.	Tho's. W. Freelon,	Norwich, Vt.
Harvey Chase,	Do.	Elias Frost,	Plainfield, N. H.
Uriel Comings,	Do.	Erastus Fairbanks,	St. Johnsbury, Vt.
Heman H. Comings,	Do.	B. N. Fyler,	Bradford, do.
Andrew Comings,	Do.	Isaac Fletcher,	Lyndon, do.
John H. Cotton,	Windsor, Vt.	Jona'. Frost,	Newport, do.
Carlos Coolidge,	Do.		
Ara Comings,	Do.	Ira Goodall,	Bath, N. H.
Ward Cotton,	Hartland, Vt.	Royal Gage,	Charleston, Vt.
Porter Cotton,	Do.		
Z. Clement,	Claremont, N. H.	John C. Holbrook,	Brattleboro', Vt.
Benj. Cutler,	Plainfield, N. H.	Russel Hyde,	Bellows Falls, do.
Moses Chase,	Lyndon, Vt.	Isaac M. Hall,	Hartford, Ct.

Israel Hall,	<i>Cornish, N. H.</i>	Joseph Parker,	<i>Plainfield, N. H.</i>
Leonard Harrington,	<i>St. Johnsbury, Vt.</i>	Leonard Person,	<i>Windsor, Vt.</i>
Isaac W. Hubbard,	<i>Windsor, do.</i>	Orlando Powers,	<i>Cornish Flat, N. H.</i>
Joseph D. Hatch,	<i>Do. do.</i>	Francis E. Phelps,	<i>Windsor, Vt.</i>
Joshua Heath,	<i>Fairlee, do.</i>	Thomas Penniman,	<i>Plainfield, N. H.</i>
Albert G. Hatch,	<i>Windsor, do.</i>	John L. Putnam,	<i>Cornish, do.</i>
J. C. Haskell,	<i>Weathersfield, do.</i>	Obed Powers,	<i>Do. do.</i>
Wm. F. Hall,	<i>Bellows Falls, do.</i>		
Horace Hatch,	<i>Norwich, do.</i>	Ebenezer Russell,	<i>Springfield, Mass.</i>
Russell Hall,	<i>Bellows Falls, do.</i>	John Richards,	<i>Windsor, Vt.</i>
Edward Houghton,	<i>Guilford, do.</i>	Jona ^s , Robinson,	<i>Barton, do.</i>
Thos. F. Hammond,	<i>Reading, do.</i>	Alpheus Roberts,	<i>Plainfield, N. H.</i>
William Henry,	<i>Bellows Falls, do.</i>	Jasper Robinson,	<i>Brownington, Vt.</i>
B. Hapgood,	<i>Reading, do.</i>		
A. Hoisington,	<i>Hartland, do.</i>	James Stevens,	<i>Newport, R. I.</i>
Charles Hopkins,	<i>Windsor, do.</i>	Simon Sanborn,	<i>Springfield, Mass.</i>
		O. G. Sweetser,	<i>Windsor, Vt.</i>
Jona. Ingersoll,	<i>Windsor, Vt.</i>	William Sabin,	<i>Do. do.</i>
Joseph H. Ingalls,	<i>Lyndon, do.</i>	William Sweett,	<i>Norwich, do.</i>
		Nahum Swallow,	<i>Windsor, do.</i>
Eleazer Jackson,	<i>Cornish, N. H.</i>	Dyer Story,	<i>Do. do.</i>
Luther Jewett,	<i>St. Johnsbury, Vt.</i>	Robert Scott,	<i>Plainfield, N. H.</i>
Darius Jones,	<i>Windsor, do.</i>	Henry Stevens,	<i>Barnet, Vt.</i>
		Shubael C. Shedd,	<i>Reading, do.</i>
P. H. Knowlton,	<i>Lower Canada.</i>	Samuel Steele,	<i>Springfield, do.</i>
Asa Keyes,	<i>Brattleboro', Vt.</i>	Luke Spencer,	<i>Brownington, do.</i>
John Kimball,	<i>Barton, do.</i>	Waterman Spalding,	<i>Plainfield, N. H.</i>
Wm. R. Kimball,	<i>Cornish, N. H.</i>	Paran Stevens,	<i>Claremont, N. H.</i>
John Kimball,	<i>Claremont, N. H.</i>	John S. Spalding,	<i>Do. do.</i>
		Jabez Sargeant,	<i>Windsor, Vt.</i>
Jesse Lull,	<i>Windsor, Vt.</i>	Martin Snow,	<i>Pomfret, do.</i>
Asa Low,	<i>Bradford, do.</i>	Simeon Short,	<i>Thetford, do.</i>
Wm. H. Lemmex,	<i>Hartland, do.</i>	Benj. Stevens,	<i>Plainfield, N. H.</i>
Lewis Lyman,	<i>Hartford, do.</i>		
Barnard Lynde,	<i>Guilford, do.</i>	E. C. Tracy,	<i>Windsor, Vt.</i>
		Arad Taylor,	<i>Claremont, N. H.</i>
Levi R. Marsh,	<i>Hartford, Vt.</i>	Jas. Tewksbury,	<i>Do. do.</i>
John S. Marcy,	<i>Hartland, do.</i>	T. Tupper,	<i>Do. do.</i>
		Stephen Underwood,	<i>Both, N. H.</i>
Jona ^s . Nye,	<i>Claremont, N. H.</i>	James Udall,	<i>Hartford, Vt.</i>
Samuel Nutt,	<i>Hartford, Vt.</i>		
O. H. Nichols,	<i>Hartford, do.</i>	Calvin S. Waterman,	<i>Fairlee, Vt.</i>
Timothy Nutting,	<i>Plainfield, N. H.</i>	John Wright,	<i>Norwich, do.</i>
		William Walker,	<i>Hartland, do.</i>
Charles H. Peaslee,	<i>Concord, N. H.</i>	Erastus Woodward,	<i>Do. do.</i>
Ephraim Paddock,	<i>St. Johnsbury, Vt.</i>	Henry White,	<i>Windsor, do.</i>
J. W. D. Parker,	<i>Bradford, do.</i>	Allen Wardner,	<i>Do. do.</i>
Alpheus Pierce,	<i>Windsor, do.</i>	A. N. Woodruff,	<i>Windsor, do.</i>
Huxham Paddock,	<i>St. Johnsbury, do.</i>	Simeon Willard,	<i>Hartland, do.</i>
Charles L. Putnam,	<i>Claremont, N. H.</i>	Newton Whittelsey,	<i>Cornish, N. H.</i>

On motion of C. Coolidge, Esq., the Convention proceeded to the election of a President; and ELIPHALET AVERILL, Esq., of Hartford, Ct., was chosen and took the chair.

On motion, Mr. ERASTUS FAIRBANKS, of St. Johnsbury, Vt., and Mr. JOHN C. HOLBROOK, of Brattleborough, Vt., were elected Vice Presidents, and took seats as such.

On motion, Messrs. I. W. HUBBARD and Jo. D. HATCH, of Windsor, Vt, were appointed Secretaries.

C. Coolidge, Esq. submitted the following resolution, which was read and adopted :

Resolved, That Col. James Stevens, of Newport, R. I., Engineer, P. H. Knowlton, of Lower Canada, and Chs. H. Peaslee, Esq. of Concord, N. H., be invited to take seats in the Convention and assist in the deliberations of the same.

Mr. Chs. M. Emerson, of Hartford, Ct., introduced the following resolution, which was read and adopted :

Resolved, That the following Rules be adopted, for the orderly conducting of the business of this Convention :

1. That no member be at liberty to speak to the same question more than twice, without leave granted by the Convention.

2. No conversation among the members, during hours of sitting, shall be allowed ; and when any member wishes to speak on any subject before the Convention he shall address the President, or presiding officer.

3. The President, or presiding officer, shall appoint the members of all committees which the Convention shall direct to be raised for transacting the business of the session.

Mr. Asa Low, of Bradford, Vt., submitted the following resolution, which was read and adopted :

Resolved, That a Committee of nine persons be appointed, to be designated the *Committee of Overtures*, to report to this Convention such subjects of inquiry and deliberation as they deem expedient to be acted upon during the session.

In pursuance of which resolution, the President appointed the following named gentlemen, viz : Messrs. Coolidge, Low, Knowlton, Emerson of Hartford, Jewett, Bradley, Goodall, Phelps, and Davis.

C. Coolidge, from the Committee of Overtures, reported the following resolutions, which were severally read and adopted :

The committee of Overtures respectfully report in favor of the adoption of the following resolutions, viz :

1. *Resolved*, That a committee of seven persons be appointed, to investigate, and report upon, the practicability of constructing the proposed road, having regard to elevation, soil, materials, &c. and an estimate of the cost in each of the modes in which rail roads are now made.

2. *Resolved*, That a committee of nine persons be appointed to report upon the resources of the territory falling within the influence of the proposed road, and the presumable advantages to be derived from it.

3. *Resolved*, That a committee of three persons be appointed to enquire into the importance of the proposed road, in a national point of view, as a portion of one continuous internal line of communication through the Union.

4. *Resolved*, That a committee of seven persons be appointed to report upon the measures necessary to the procuring charters not yet obtained, and the uniting with companies already incorporated.

5. *Resolved*, That a committee of nine persons be appointed to draft and report general resolutions.

6. *Resolved*, That a committee of correspondence, consisting of three persons, be appointed to report at any future Convention, or publish such facts from time to time as they shall judge proper.

C. COOLIDGE, *for the Committee*.

On motion of Hon. T. Emerson, the Convention adjourned to two o'clock, afternoon.

2 o'clock, P. M.

The Convention met pursuant to adjournment.

The appointment of the following Committees was announced by the President, in pursuance of the resolutions reported and adopted by the Convention in the morning, viz :

On the first resolution,

Col. James Stevens, of Newport, R. I., E. Brewer, of Barnet, Vt., J. Kimball, of Barton, Vt., J. C. Holbrook, of Brattleboro', Vt., Asa Low, of Bradford, Vt., Gen. F. E. Phelps, of Windsor, Vt., I. Fletcher, Esq., of Lyndon, Vt.

On the second resolution,

C. M. Emerson, Esq., of Hartford, Ct., E. Fairbanks, of St. Johnsbury, Vt., P. H. Knowlton, Esq., of Lower Canada, Hon. E. Paddock, of St. Johnsbury, Vt., F. H. Fessenden, of Brattleboro', Vt., W. F. Hall, Esq., of Bellows Falls, Vt., Elkanah Barton, Esq., of Springfield, Mass., George T. Davis, Esq. of Greenfield, Mass., Henry Stevens, Esq., of Barnet, Vt.

On the third resolution,

George T. Davis, Esq., of Greenfield, Mass., Julius Catlin, and Horace Averill, of Hartford, Ct.

On the fourth resolution,

Harvey Chase, Esq., of Cornish, N. H., Wm. S. Brooks, Esq., of Chesterfield, N. H., Daniel Wells, Esq., of Greenfield, Mass., Ira Goodall, Esq., of Bath, N. H., J. D. Bradley, Esq., of Brattleboro', Vt., Ebr. Russell, of Springfield, Mass., H. Paddock, of St. Johnsbury, Vt.

On the fifth resolution,

Doct. L. Jewett, of St. Johnsbury, Vt., L. Lyman, of Hartford, Vt., W. Henry, of Bellows Falls, Vt., J. Bryant, of Meriden, N. H., Jona. Nye, Esq., of Claremont, N. H. S. Sanborn, of Springfield, Mass., W. S. Brooks, of Chesterfield, N. H.

On the sixth resolution,

C. Coolidge, Esq., Rev. J. Richards, and Chs. Hopkins, Esq., of Windsor, Vt.

Gen. F. E. Phelps introduced the following resolution, which was read and adopted :

Resolved, That a committee of nine persons be raised, for the purpose of ascertaining as far as practicable the amount of available water power to be found in the Valley of Connecticut River, from tide water to the foot of the Fifteen Mile Falls, and of its tributary streams, as also of the streams descending northward in the direction of the St. Lawrence, and to report generally upon the subject at this meeting of the Convention. And also that said committee be instructed to make, at some future time, such further report as may be by them deemed expedient.

In pursuance of which resolution, the following named persons were appointed such committee :—F. E. Phelps, Col. Jesse Lull, E. Cobb, Elijah Cleaveland, Isaac Denison, H. Paddock, J. Robinson, L. Lyman, Hon. A. Wardner.

On motion of Hon. T. Emerson, the Convention adjourned to 7 o'clock, evening.

7 o'clock, evening.

Pursuant to adjournment, the Convention met.

L. Jewett, from the committee appointed by virtue of the 5th resolution, made the following report, which was read, accepted, and the resolutions severally adopted :

To the rail road Convention now in session, your committee appointed to draft and report general resolutions, respectfully report the following :

1. *Resolved*, That we consider the facilities afforded by the use of rail roads to be superior to any other mode of conveyance, and that no section of our country would derive more benefit from, or has greater claims to these facilities, than the valley of the Connecticut.

2. *Resolved*, That while we award to other sections of our common country the praise of being before the valley of the Connecticut in providing facilities for travel and transportation, we avow our fixed determination to enter at once on a course of rail road measures with a spirit and perseverance which shall never sleep, while doing more will add either to the honor or the interest of the great valley of the Connecticut.

3. *Resolved*, That all the members of Congress, in both houses, from the valley of the Connecticut and its tributary streams, be requested to use their utmost efforts to procure from the Department of War the services of an engineer force to effect a survey of the route ; and that the committee of correspondence address them on the subject.

4. *Resolved*, That this Convention highly appreciate the interest which our Canada friends manifest in favor of our enterprize ; and we assure them that we regard their success in their contemplated rail road undertakings with lively interest, both on account of their importance to them and to us.

5. *Resolved*, That, while persons of all occupations in society would be greatly benefitted by the construction of the contemplated rail road,

yet we consider that it would be especially favorable to the farming interest, as in its operations it would comparatively annihilate time and space, and put the farmer in the interior on an equality with those who live in the neighborhood of our large cities.

5. *Resolved*, That for the purpose of disseminating information, and enlisting and uniting the energies of the people of these valleys, it be recommended to the members of this Convention and the friends of the enterprize, to call meetings in those towns on and near the proposed route where no special efforts have been heretofore made.

6. *Resolved*, That all the papers and statistical information communicated to this convention be referred to the committee of correspondence, and that they distribute the pamphlets they publish as they see fit, one at least of them to each member of this convention, and that the printers of newspapers in the Valley and Lower Canada be requested to publish the substance of it in their papers.

L. JEWETT, *for the committee.*

H. Chase, from the committee appointed under the 4th resolution, presented the following report and accompanying resolutions :

The committee raised by the 4th resolution, have made some enquiries on the subject of the measures necessary to procure the requisite charters and their other duties, and beg leave respectfully to present the following report :—

Your committee understand that the existing charters extending from New Haven to Hartford and from Hartford to the north line of Connecticut, are in the hands of persons friendly to our object, and include all or nearly all the powers which could be desired. It may be important hereafter so far to modify the enactments of those charters, as to enable them to consolidate their management and control, or perhaps to form with each other the necessary partnership or union. Not having the charters before them, however, your committee cannot at present form any opinion on this subject.

In Massachusetts the Legislature is now in session, and as their rules require a survey to be placed on their files a given time before the session which makes the grant, we must defer our application till the session in January next. In the mean time, however, the requisite surveys and indeed all preliminary measures may be completed. From the north boundary of Springfield to the south line of Massachusetts, being the width of two towns, your committee understand that a road has been chartered and that the corporators are ready to apply their grant for the benefit of our common undertaking.

In New Hampshire nothing has yet been done, but little doubt can exist that any necessary charters and powers will be readily granted.

In Vermont, the Incorporating Act of last session contains, in the opinion of your committee, all the provisions which are needed, unless it be perhaps some clause enabling them to form a union with the companies in other States; and even without this power the general ability "to make contracts" would enable the company in *this* State to form a partnership with any other.

In Canada, (as your committee learn from the delegation from that Province,) no doubt is entertained that the Parliament will, at their

next session, which will be holden next autumn, enter spiritedly into the subject, and readily pass the necessary enactments.

To conclude, your committee would suggest that much remains to be done on the branch of our subject which has been submitted to their investigation; that it is truly important that these remaining duties be patiently, industriously, and faithfully performed; and that concert, prudence, and foresight, be used in all our efforts.—In effecting our object in this particular, your committee would recommend the following resolutions:

Resolved, That a board consisting of five persons be appointed, one from each of the States interested, and one from the Province of Lower Canada, whose duty it shall be to obtain (if possible) the necessary charters and ratifications or union thereof, and to make, so far as practicable, all necessary arrangements with the corporations now in existence, to consolidate or unite them, and that they correspond with each other, and act separately in their several States, or unitedly, as they may judge best.

Resolved, That a committee of twenty persons, five from each State interested, be appointed to solicit subscriptions to pay travelling and other expenses, to procure said charters, and to unite the several corporations into one, and to effect the other preliminary objects of this Convention.

HARVEY CHASE, *for the committee.*

Which report and resolutions were read, accepted, and adopted; and the following named persons were constituted committees under said resolutions, viz:

Upon the 1st resolution,

Charles M. Emerson, Esq.,	Hartford, Ct.
Charles Stearns, Esq.,	Springfield, Mass.
Leonard Wilcox, Esq.,	Orford, N. H.
Isaac Fletcher, Esq.,	Lyndon, Vt.
P. H. Knowlton, Esq.,	Lower Canada.

On the 2d resolution,

Eliphalet Averill, Esq.,	Hartford,	} <i>Connecticut.</i>
Thos. K. Brace, Esq.,	"	
Isaac N. Prior, Esq.,	"	
E. G. Howe, Esq.,	"	
James Brewster, Esq.,	New Haven,	
Justus Willard, Esq.,	Springfield,	} <i>Massachusetts.</i>
Harvey Chapin, Esq.,	"	
Simon Sanborn, Esq.,	"	
Daniel Wells, Esq.,	Greenfield.	
Isaac Newton, 2d,	"	
Hon. T. Emerson,	Windsor,	} <i>Vermont.</i>
F. H. Fessenden,	Brattleboro',	
Ebenezer Brewer,	Barnet,	
Huxham Paddock,	St. Johnsb'y,	
Ellis Cobb,	Barton,	

John Wilson,	Lancaster,	} <i>New Hampshire.</i>
Isaac Patterson,	Bath,	
Hon. John L. Putnam,	Cornish,	
Frederic Vose,	Walpole,	
Wm. S. Brooks,	Chesterfield,	

George T. Davis, from the committee on the 3d resolution, made the following report, which was read, and accepted.

The committee appointed to "inquire into the importance of the proposed road in a national point of view, and as a portion of one continuous internal line of communication through the Union," beg leave to report:—

The brief space allowed to your committee for the making of their report, will prevent them from giving more than a general view of the subject committed to them. A great deal, indeed, of the evidence which has been or will be presented to the meeting by other committees, will apply to this subject also. The territory which the proposed road will traverse, and whose inhabitants will be directly and largely benefited by it, is three hundred miles in extent; it is, beyond comparison, the most fertile district in New England; it possesses water-power, (furnished by the magnificent river from which it is named, and by the tributaries of that river,) enough, it is believed, to drive all the looms now in operation in the Union; it supports a population equal to one-sixteenth of the entire population of the United States; and it is capable of supporting ten times that number, if the facilities which have been given by nature shall be improved and rendered available by the art and enterprise of man. The welfare of so large a population—the development of such great resources, cannot be an unworthy object of protection to a government which seeks, by reasonable attention to the claims of each section, to promote the common prosperity of the whole.

But there are special as well as general reasons which, in the opinion of your committee, make this enterprise a matter of peculiar interest to the General Government. This road will run straight from the sea-board to the frontier of a neighboring government. Should we continue at peace with that government, a traffic and intercourse of the most profitable kind, with the subjects of that government, will receive a mighty impulse from this work, and will have a tendency to secure by a strong additional bond of mutual interest and intimacy, the present friendly relations between the two countries. This remark will apply with still greater force to the effect which this and other similar works, of which this is but a continuation, will have on the relations of the several States of our own Union. Composed as that Union is, of many sovereignties, spread over so wide an extent of country, and embodying many contending interests, there is much reason why every well-wisher to his country should hail the progress of improvements which, by breaking down the barriers to sectional intercourse, diminish the operation of sectional animosity or prejudice. And your committee cannot but hope that this enterprise,—though its direct object is merely to meet the wants of the inhabitants of this valley, to increase their intercourse, and to develop their resources,—will,

nevertheless, receive aid from the General Government, proportionate to the benefits which, if successful, it is likely to afford to the Union at large.

All which is submitted per order.

GEO. T. DAVIS, *for Committee.*

On motion, the Convention adjourned to 9 o'clock, to-morrow morning.

Thursday, Jan. 21.

The Convention met pursuant to adjournment.

F. E. Phelps, from the special committee appointed to ascertain and report the amount of available water-power within the range of the proposed road, submitted the following report, which was read and accepted :

Your committee to whom was referred the subject of water power within the Valley of Connecticut River and its tributary streams, as also the water power within the valleys of the streams running north from the head waters of the Passumpsic River, with instructions to report generally as to the probable amount of said water power, having given to the subject such consideration as the limited time would allow, respectfully report :—

That in estimating the water power your committee have based the estimates upon the quantity of water running in the rivers and streams at low water; and inasmuch as the quantity of water passing over the falls upon Connecticut river at low water below Bellows Falls, is considerably greater than the quantity passing over the falls located above Bellows Falls, the average of the whole is set somewhat higher than the quantity passing at that place. It will also be perceived that the surplus quantity of water running at periods of high water, as also the quantity of water running in the streams for two or three months in the spring of the year, are not taken into the account, although in many instances a large amount of power derived from the spring, and other high water, is not only available for many purposes, but actually used in the manufacture of lumber and other branches of business requiring only an occasional power.

For the purpose of bringing the estimate into a convenient shape, and placing it in such a light as to be readily understood, and easily compared with other power of a similar kind, your committee have estimated the quantity of water by the number of cotton mills it is capable of operating, estimating each cotton mill at 4,000 spindles.

From the level of the water in the pond above the dam at McIndoe's Falls to the level of tide-water at low tide opposite the city of Hartford, the whole fall in Connecticut River is 449 feet 6 inches—of this 449 feet 270 feet is estimated at the dams at McIndoe's Falls, Dodge's Falls, White River Falls, Quechee Falls, Bellows Falls, Miller's Falls, South Hadley Falls, and Enfield Falls, and the remaining 179 feet 6 inches is distributed in unequal proportions along the whole extent of the river between the several dams.

Without taking into consideration any portion of the 179 feet six inches, a considerable part of which could be rendered available by

the construction of dams, the committee have founded their estimates upon the 270 feet fall at the several dams. Supposing the fall required for each set of manufactories to be 15 feet, predicated the estimates upon the quantity of water used at Lowell, and averaging the quantity of water in the river, your committee are of the opinion that each fall of 15 feet would furnish sufficient water to operate 20 manufactories or cotton mills of 4000 spindles each. If this estimate is correct, the available water power from and including McIndoe's Falls to tide-water, would be sufficient to operate 360 cotton mills—or one million four hundred and forty thousand spindles.

In the amount of available power in the valleys of the tributary streams, your committee found considerable difficulty in coming at any satisfactory result. This difficulty arose from the want of correct information as to the fall upon the several streams, and also from want of information as to the quantity of water in each stream in times of drought. After giving to the subject such attention and making such examination as the limited time and means would allow, your committee come to the conclusion that the water in the Farmington, Westfield, Chicopee, Manhan, Deerfield, Miller's, Ashuelot, West, Cold, Saxon, Williams, Black, Little Sugar, Sugar, Mascom, Quechee, White, Ompompanoosuc, Waits, Wells, Ammonoosuc, and Passumpsic Rivers, together with Connecticut River above McIndoe's Falls, and including about fifty brooks and mill streams, (taking into consideration the great amount of fall in many of the principal of these streams,) would yield a power sufficient to operate 720 cotton mills or 2,880,000 spindles.

The estimate of the water power in the valleys of the streams running north from the head waters of the Passumpsic and emptying into Lake Memphremagog, includes the Barton, Black, Willoughby, and Clyde Rivers. From the information furnished by gentlemen living in the vicinity of those rivers, and well acquainted with the falls in each, the committee estimated the power as sufficient to operate 120 cotton mills or 480,000 spindles.

From the above estimates it appears that the available power in the valleys of the Connecticut River and its tributaries, and in the valleys of the streams running into Lake Memphremagog, when measured by the rule laid down above, viz. by the number of cotton mills or spindles it is capable of operating, is as follows.

	Cotton Mills.	Spindles.
Connecticut River from McIndoe's Falls to tide water at Hartford, Conn.	360	1440,000
Tributary streams, including the increased fall of the streams,	720	2880,000
The Rivers running into Lake Memphremagog,	120	480,000
Making a total of	1200	4,800,000

Your committee are aware of the enormous amount of power which this estimate presents, and are fully sensible that it will occasion surprise in the minds of those who have not examined the subject; but extravagant as it may appear, your committee are unanimously of the opinion that these estimates are much below rather than any above the actual power.

To give some idea of the amount of freight which would be thrown upon the Rail Road in case this power was used for manufacturing

purposes, your committee would observe that a cotton mill of 4000 spindles will manufacture about 7500 pounds of cloth per week. One hundred pounds of cloth requires, from New Orleans cotton, 112 lbs. of raw cotton equal to 3 3-4 tons per week—making the import and export from the cotton mill 7 1-2 tons per week, or 390 tons per year. 1200 cotton mills, according to this estimate, would yield 468,000 tons of freight, which, estimated at three dollars per ton, would amount to \$1,404,000—or more than 25 per cent. interest on five millions of dollars.

All which is respectfully submitted.

FRANCIS E. PHELPS, *for the committee.*

Col. J. Stevens, from the committee appointed by virtue of the 1st resolution, made the following report, which was read and accepted.

The committee to whom was assigned the resolution directing an enquiry into the practicability of constructing the contemplated Rail road from Hartford, in Connecticut, to Canada line, through the valleys of the Connecticut and Passumpsic rivers, in reference to elevation, soil, materials, &c., and to estimate the expense of the same, beg leave to report:—

That, in their opinion, the same is highly practicable; that they have had under consideration the survey of Mr. Hutchinson through the valley of the Connecticut river from Hartford, in Connecticut, to McIndoe's Falls, in Barnet, Vermont, near the mouth of Passumpsic river, a distance of about 220 miles, and the survey of De Witt Clinton, Jr. from thence to Canada line on Lake Memphremagog, a distance of about 65 miles, shewing a plan and profile of the country, surveyed for a canal on said route, being the same which is now contemplated for a Rail Road. Knowing those gentlemen to be professional engineers of high respectability, your committee have not hesitated to come to the conclusion, unanimously, that, so far as rise and fall are to be regarded, no unusual obstacle is presented; that, for so great an extent, the route is uncommonly level, and that there is no one point of obstruction in the whole extent that may not be readily overcome, and that without serious expense.

That, in reference to the soil, in addition to the knowledge possessed by the committee individually, they have acquired such information as has been within their reach, and feel confident in affirming that throughout the whole route, the earth is feasible and of easy excavation—and that all the materials for constructing a Rail Road are found abundant and cheap upon every part of the line.

Your committee report, in reference to the expense of constructing said Rail Road, on the most permanent and approved plan, similar to the Boston, Worcester, and Providence roads, that the costs of superstructure, exclusive of grading, will be eight thousand dollars per mile, for a single track, including the turn-outs; and that the grading, on an average, will not exceed five thousand dollars per mile for a double track, including masonry, bridging, engineering, and all contingent expenses. But, considering the abundance of timber in the vicinity of the route, suitable for constructing a Rail Road, and the facility of obtaining the same, other plans equally practicable and far

less expensive might be advantageously adopted. The superstructure of the road with timber, without rubble-stone, might be constructed for six thousand dollars per mile less than the estimates of a road similar to the Worcester and Providence roads.

The estimated expense of a road, the whole distance, constructed upon the plan first mentioned, would amount to \$3,705,000

Upon the last mentioned plan, 1,995,000

Making a saving in expense of \$1,710,000

It is well known that the surveys of Messrs. Hutchinson and Clinton were made for a then contemplated canal, and of necessity must have been confined to the streams; but in a survey for a Rail Road it is highly probable to your committee that the route will be varied in many essential particulars.

Your committee further report, from the best information they have been able to obtain, that the route from the line of Canada to St. Johns, a distance of about seventy miles, intersecting the Champlain and St. Lawrence Rail Road, is highly practicable and through a level and fertile country, and that from the well known enterprise of the inhabitants of the Eastern townships in the Province of Lower Canada, should the now contemplated Rail Road be extended to the Province line, a communication would soon be opened from that terminus to Montreal, and that the expense of constructing the same will not exceed the foregoing estimate; and they further report, that there is another route in contemplation from the province line through the valley of the St. Francis to the St. Lawrence, in the direction of Quebec, which is represented to be equally practicable, and affording equal facilities.

JAMES STEVENS, *for the committee.*

Charles M. Emerson, from the committee raised under the 2d resolution, made the following report, and the same was read and accepted.

The Committee appointed to take into consideration the resources of the territory falling within the influence of the proposed road, and the presumable advantages to be derived from it, beg leave to report:

That from the nature and magnitude of the subject, the materials to be combined, and the great variety and extent of information necessary to do it justice, they found it impossible to furnish, in the short time allowed them, a statement which would at once comprehend and elucidate the objects of the reference. To form an estimate of the vast and inexhaustible resources of the valley of the Connecticut, its whole surface should be attentively surveyed; full abstracts should be returned from every town, containing the amount of articles purchased for home consumption, and sold for consumption elsewhere; its capacities for improvement and production should be ascertained; its mineral wealth should at least be partially explored; its streams should be accurately gauged, and the power of its waters examined; while its natural advantages, unrivalled in any other section of the country, should be presented and shown to be available. Such an estimate must be the result of patient and industrious inquiry, and, with its details, would fill a volume. Your committee, therefore, could do no more than ap-

proach the threshold of the duties assigned them, and point out the more obvious features of the route.

The enterprise contemplated, is, the opening a communication for passengers and freight from the cities of New York, New Haven, and Hartford, and collaterally from Boston, with the cities of Montreal and Quebec; creating through the valleys of the Connecticut and Passumpsic rivers a pleasant, convenient and expeditious thorough-fare between the cities of the Atlantic and the St. Lawrence. It contemplates making easily accessible an extensive section of country, abounding in resources for agricultural and manufacturing operations, but whose remote situation from the sea-board markets now render those resources in a degree unavailable. The face of the country receding from the rivers is hilly, but not mountainous—the soil is rich and durable, and as it respects the middle and northern parts, the heights are capable of cultivation quite to their summits. In many points the Connecticut River affords water power in abundance, while its tributaries, almost without exception, are available for hydraulic purposes, at short distances, through nearly the whole course, furnishing sites for long and continuous lines of manufacturing establishments. And perhaps it would not be hazardous to predict, that should the proposed Rail Road be completed, the middle and northern sections of the route would, at no remote period, become the great manufacturing mart of this continent.

It may be here added, that the country to be traversed by the road abounds in suitable materials for the construction of a Rail Road, such as cedar, tamarac, pine, granite, &c., while in the northern part of Vermont, and near the contemplated route, inexhaustible veins of iron ore have been discovered, and companies of heavy capitalists have already commenced the manufacture of iron on an extensive scale.

It is evident that one great source of revenue to stock-holders in the proposed Rail Road, must be the transportation of freight. Of the amount of produce and merchandise, which would find their way from the valley itself and the avenues leading thereto, over the road, the committee could furnish no satisfactory or accurate estimate, as they had no data before them by which they could be governed with much certainty; but from the known character and the physical advantages of the valley, the vast business already transacted therein; the numerous manufactories in operation, and the great quantity of produce exported annually, they feel warranted in giving it as their opinion, that the road would be well supported by tolls receivable from freight alone, exclusive of the tolls to be derived from passengers. From a report submitted to the subscribers for procuring a survey of the Western Rail Road, extending from Worcester to the Hudson river, prepared by their engineer after a long and critical investigation, it appears that the number of inhabitants within the territory to be affected by said road, is not far from 220,000—the amount of freight which in all probability would be transported over the road would exceed 148,000 tons—while the tolls receivable from passengers, per annum, would exceed \$170,000. The present population of the district falling within the influence of our contemplated road will not fall much short of 500,000 inhabitants. In 1830, the three counties in Massachusetts

bordering on the river contained 91,394 inhabitants—the four western counties of New Hampshire 93,755—and the six eastern counties of Vermont, 135,586. The amount of business transacted in the district alluded to, is unquestionably as great in proportion to the number of inhabitants, as that transacted in the territory over which the route for the western Rail Road was surveyed, and taking the above report as a basis from which some estimate can be made, and giving the same proportion of tonnage to the number of inhabitants within the influence of the contemplated route, there can scarcely be less than 400,000 tons to be transported over the road. Full returns from a few towns, and partial returns from some others, fully sanction the above estimate, which your committee believe to be far below the whole truth.

Much statistical information was communicated by members of the Convention to the Committee, which they had not time to incorporate into a report, and indeed they found it impracticable to do so with reference to any general result; but they selected the following as affording some indication of what may be expected from the entire region. The annual exports and imports from the town of Derby, Vt. containing 1400 inhabitants, and bordering on Canada line, exceed 200 tons—from Barnet, with about 1800 inhabitants, over 370 tons—from Coventry, Vt. with about 800 inhabitants, 166 tons—from Brownington Vt. with 500 inhabitants, about 60 tons—from Barton Vt. with 1000 inhabitants 112 tons—from the manufacturing village of Bradford, Vt., 1500 tons—from Lyndon Vt., with 1800 inhabitants, 300 tons—from Glover, Vt. with 1200 inhabitants, 120 tons—from two establishments in St. Johnsbury, Vt. whose operations are connected, 500 tons; from one in Brattleboro' 250 tons, and from one in Strafford, Vt. the copperas works, 2200 tons. It is proper to remark, that no returns were received from the large towns on the river, and that the amount of tons exported and imported from and to the same would doubtless exceed the foregoing average. The expenses of transportation to and from the Eastern Counties of Vermont, will average at least \$20 per ton, and the expense per ton, from Hartford, Ct. to Springfield, Mass. a distance of only 26 miles, is two dollars per ton. Some idea, therefore, can be formed from the above facts, of one source of income from the road.

In regard to the number of passengers who would probably take this route, your committee had no facts on which an estimate could be founded, but when we consider, that the population of the district is already great, and fast increasing, that its connection in a business point of view with other sections of country is intimate, that its various, grand and picturesque scenery, and the beauties of the route, would be inducements to parties travelling for health or pleasure, that the water communication with Montreal and Quebec is sealed up five months in the year, rendering this thoroughfare the easiest and most direct to and from the St. Lawrence; no doubts could be entertained, that another large source of revenue would be derived from passengers.

Your committee would state as a fact that cannot fail to be interesting to the friends of the cause, that the inhabitants of Lower Canada are awake to the magnitude and importance of the proposed road,

and from representations made by a gentleman who appeared before us delegated from the Province to this Convention, we are strongly induced to believe, that charters will be granted by the Provincial Parliament for Rail Roads, extending from Montreal and Three Rivers on the St. Lawrence, to intersect each other at the outlet of Lake Magog, and thence to meet the proposed road at the Provincial line.

The committee cannot leave the subject without expressing regret, that they had neither time nor a sufficient amount of facts before them to enable them to go more into detail and to furnish such estimates and intelligence as would be interesting and inspire confidence. But they feel assured, that when the proposed route shall have been surveyed and information accumulated from every point, the crude and general view which they have given will be fully corroborated.

C. M. EMERSON, *for Committee.*

On motion of T. Emerson, the Convention adjourned to 2 o'clock, P. M.

2 o'clock. P. M.

The Convention met pursuant to adjournment.

H. Averill introduced the following resolution, which was read and adopted :

Resolved, That the committee of correspondence be instructed to take immediate measures to secure the services of a competent engineer to survey the route for a Rail Road from Hartford, Ct., to the north line of the State of Vermont, through the valleys of the Connecticut and Passumpsic.

I. Fletcher, of Lyndon, Vt. submitted the following resolution, which was read and adopted :

Resolved, That a committee of three be appointed to devise, and report to the Convention, a ratio of apportionment upon the several towns of the expenses of procuring further charters and a survey of the route.

In pursuance of which resolution, the following named persons were appointed a committee, viz :—C. M. Emerson, F. E. Phelps, I. Goodall.

C. M. Emerson, for the committee raised upon the last foregoing resolution, made the following report, which was read and accepted :

The Committee appointed to apportion the expenses of procuring charters and a survey of the route, report—That such expenses be apportioned among all the towns interested, according to the population of said towns as returned in the census of 1830, and that the committee to be raised to procure funds for defraying such expenses, obtain pledges of said towns for their several proportions to an amount not exceeding eight thousand dollars.

C. M. EMERSON, *for Committee.*

On motion of F. E. Phelps,

Ordered, That if any vacancy occur in the standing committees, it shall be supplied by the President, or either of the Vice-Presidents.

J. C. Holbrook submitted the following resolutions, which were severally read and adopted :

Resolved, That the Committee of Correspondence be directed to procure as soon as practicable, from each town, a pledge of its portion of the expense necessary to procure a preliminary survey of the whole route from Canada to Hartford, and to report at the next meeting of the Convention.

Resolved, That the Committee of Correspondence be authorised to publish 2000 copies of the proceedings of this Convention, in a pamphlet form for circulation.

On motion of C. Coolidge,

Resolved, That the thanks of this Convention be rendered to Eliphalet Averill, Esq. President of this Convention, for the able and impartial manner in which he has discharged the duties of the chair.

To which the President responded in a short address.

On motion of I. Goodall,

Resolved, That the thanks of this Convention be accorded to the Vice Presidents and Secretaries, for the efficient and prompt discharge of their respective duties, during the present session.

On motion of I. Goodall,

Resolved, That this Convention adjourn to such time and place as shall be hereafter designated by a call from the President and Vice Presidents, or a majority of them.

TO THE INHABITANTS OF THE VALLEYS OF THE CONNECTICUT AND PASSUMPSIC RIVERS :

FELLOW CITIZENS,—

The committee of correspondence appointed by the Convention, whose proceedings are herewith laid before you, deem it their duty to address you, more directly and familiarly, on the important subject now in hand.

We are aware that the recent failure of two projects for opening a better channel of communication through this region of country, is fresh in the memory of all ; and that the total annihilation of the Steam Boat Company's stock, as well as the entire frustration of the plan, has operated to discourage and repress the spirit of enterprise which was then active, and to mantle the brow of the public in the extreme of caution.

Yet, as if no such disappointments had occurred, or rather in their face, we are bold to come forward with another project, and say, IN THIS THERE IS NO MISTAKE—THERE CAN BE NONE. A rail road can be built,—at a small expense—with inestimable advantage to the country—and without which, the wealth and energy of these valleys must sleep, while other more enterprising sections reap the harvest which

our apathy would forego. Let us look for a moment at the several bearings of the subject.

1. A rail road can be built. Good information enables us to say that from Hartford Ct. to McIndoes Falls, a distance of 220 miles, the inclination is not more than 2 1-2 feet per mile; and that from McIndoes Falls to Lake Memphremagog, a distance of 65 miles, the inclination of the present surface is not more than 15 feet, and by a slight cut at the summit, can be reduced to 12 feet per mile. Fellow Citizens, look at this. No such route can be found, at once presenting a track so level, traversing such a country, and connecting such cities. Other projected routes in our vicinity must ascend lofty heights, will require stationary power, and follow circuitous tracks, all of which retard progress and increase expense. Our route is free from such objections, and consequently is entirely practicable.

2. The expense will be comparatively small. The materials for building the road, are at hand. Iron, timber, granite—are in the greatest abundance on the route. The country through which it will pass, is uncommonly level, and easy of gradation. We place great confidence in the experience and judgment of Col. Stevens in such matters, and more particularly here, from his acquaintance with this route. His report, on a preceding page, as you will recollect, places the aggregate expense from Hartford, Ct. to the frontier, at \$1,995,000, or \$7000 per mile, for a road with a double track. Though this appears a great sum to those unacquainted with the details of such works, it is nevertheless small in comparison with other roads. The Providence and Boston rail road is understood to have cost \$18,000 per mile.

3. The advantages to the country traversed will be inestimable. Farmers, you are directly interested. The pork which you now carry to market so laboriously, and at such hazard of bad roads and expense money, can all be transported on the rail road. The cattle you drive at such expense of flesh in the driving and of provender in the keeping, can all be transported on the rail road; and in one day as well as in seven. You that are now 100 or 150 miles from market, will be brought within the same as one fifth the distance. You who have perhaps never thought of but one market, and that Boston, may then choose a market—you may go or send to Boston, or New York, or Albany; or Montreal. Now, the pork merchant of Cincinnati and the beef merchant of Western New York undersell you in the Boston market. The rail road will place you relatively on vantage ground.

Again, your farms will immediately rise in value. There is not an acre of ground, within the sphere of this road, but will immediately feel its influence. Were the whole stock of this rail road to be taken up by the farmers on the route; you would be paid back again with interest—YES PRINCIPAL AND INTEREST—IN THE RISE OF REAL ESTATE. Facts in the history of rail roads in other sections of the country warrant us in saying so. Have you a water privilege on your farm? The value of that will be doubled. And all water power, great and small, will immediately come into active demand.

Are we visionary? we think not; we believe the resources and the riches of the great basin of the Connecticut are not appreciated, and that if they were, its inhabitants would not ask distant capitalists to

make this road, but would forthwith do it themselves. We only wish for one broad schedule, showing the amount of tonnage and private revenues yielded from the present agricultural produce of this basin, to justify the erection of this road now as a matter of safe investment. Among the statements presented to the Convention was one from Barnett, showing the amount of butter, pork and beef, carried to market and sold the last season. One item was 68,000 lbs. of butter sold at 26 cents per pound, the product of 53 families. The sum total of such statements, would demonstrate for us the question.

But as we said before, the resources of this basin are not appreciated. The hills are rich to their very summits, and the vales are free from uncultivable marshes. Not long ago, we travelled in the stage coach with an English gentleman. On approaching Philadelphia, and seeing in the vicinity of Germantown, a cluster of rich villas, adorned with the deep and rich velvet green of many surrounding lawns, "Hah!" exclaimed our friend, "there is England." Now that deep and rich verdure, which struck the Englishman, is native to this basin of the Connecticut. Labor will bring the verdure out. And there needs only encouragement to set that labor in motion. A rail road will furnish the encouragement.

Ascend the height of Ascutney. You will look down and see literally "the cattle on a thousand hills." Those hills are all rich—rich enough,—not like the Mississippi bottoms, or like Texas,—but rich enough—labor will make them like the gardens of the old world. Now, a country is not rich simply from the spontaneity of its productions; where exuberance is so great as to abstract the necessity of labor, man will grow idle and poor. The necessity of labor is, therefore, one of the resources of wealth. The hand of industry, such as characterizes New England's sons, plying to its utmost such a country,—as from the height of Ascutney you get in a bird's eye view, a specimen,—would make this, from its agricultural susceptibilities alone, the richest country in the world. Beyond all question, a rail road would give to such industry the most powerful of all impulses.

Again, look down from that height on the water-power. You will see, here, a brook which in the space of half a mile formerly carried two grist-mills for six months in the year; but now, by an efficient dam, such a reservoir is created and such a fall produced, that the power is increased so as to furnish five distinct privileges, and give motion the year round to 15,000 spindles. There, you have in view the Sugar River with its fall, at the village of Claremont, of 240 feet, capable of moving 80,000 spindles.* There again, still under the eye, Black River, turning the extensive factories at Springfield, Perkinsville, Duttonsville, Proctorsville, and Ludlow. Farther down, is indistinctly seen the magnificent power at Bellows Falls, a spot destined to become a city. The view from Ascutney is but a specimen of what the aeronaut would see from almost any point. We instance Ascutney

* In estimating water-power, it is customary to take a cotton mill of 4,000 spindles (such, for instance, as are most of those at Lowell) as a convenient measure. Thus a quantity of water which discharges at the rate of 60 cubic feet per second, and falling 15 feet, will move one cotton mill of 4,000 spindles; and such quantity with the same discharge, falling 120 feet, will move eight cotton mills of 4,000 spindles each, or a total of 32,000 spindles.

because of its vicinity; but we might expatiate on the splendor of the view from Mt. Holyoke, comprehending enormous power in the Connecticut, and its tributaries—the Chickopee, Westfield, and Deerfield rivers. We might also instance views from heights near the mouths of White River and the Passumpsic. A slight examination will convince any one, that the report of the special committee on water-power is not wild nor incredible.

What now prevents this vast amount of power from becoming available in all its extent to the riches of the country? Simply the difficulty of access to a market. We are assured that the moment the project of this rail road shall be definitively settled and determined on, capitalists are ready to make extensive investments in manufacturing establishments along the whole route.

With such agricultural and manufacturing susceptibilities as these, restrained from being developed only by distance from market, he is blind who does not at once see, that a rail road would be of inestimable benefit to the country. Fellow citizens, come on, and let us make this road; there is neither reason nor common prudence in delaying it longer.

But lest we deal too much in general assertions merely, we would ask your attention and serious regard for a few plain facts. We would convince you that, of all classes in our community, the agriculturalists have the most direct and permanent interest in the success of the projected enterprise. We disdain the attempt, were it practicable, to impose upon you a single fact, or a single speculation, which you will not yourselves at once acknowledge and adopt. We tell you then, that the farmers of these valleys can, of themselves alone, build the Rail Road and still remain worth as much as they now are—more than this, they will become richer by it. To show this, we will state our views and solicit your careful reflection upon them.

There are about 90 towns, each six miles square, situated on the two sides of the Connecticut and Passumpsic Rivers, between Hartford, Ct. and the Canada line. These will, of course adjoin, or lay directly upon, the Road on either side. A town of 6 miles square, contains 23040 acres. The proportion covered by water, is not large enough materially to affect the question. The 90 towns contain 2 millions 73 thousand 600 acres. You will not allow us, we suppose, to value these lands, on the average, at less than 15 dollars per acre. Put it so, then, and we have 31 millions and 104 thousand dollars as the value of the mere soil. We say that, construct the road, and these lands will rise in value 25 per cent, that is, a farm now worth 2000 dollars, shall then be worth, because it will sell for, 2500 dollars. The experience of every other rail road shows this to be a very low advance, but we aim to keep within truth.

Twenty-five per cent on the above aggregate value, is 7 millions 776 thousand dollars, which will be at once added to the value of land on the road. The estimated cost of the road, made in the best manner, as given by the engineer, Col. J. Stevens, is 3 millions 705 thousand dollars, and for the cheaper road one million 995 thousand dollars. You thus see that the mere *rise* in the value of your farms will build two of the best roads that can be made—Again, you have a farm worth 2000 dollars. Take 400 of this and put it in the road. Your farm

springs up to 2000 again, besides which your 400 in stock will give you from 8 to 12 per cent. annual interest. This is not all—you are next door to market, all your produce will sell any day in the year for cash, and at the highest prices.—We ask you to think calmly on these things, and make up your own minds, whether you will delve on and just live—or whether you will aid the road—or rather whether you will not hasten to build it yourselves, and both receive and communicate substantial wealth.

But there is more yet. We do not forget that there are still 90 towns constituting a second range. Take only 10 per cent. for rise on these, and you have three millions 110 thousand and 400 dollars, almost enough to build another road.—One to two hours ride will bring the products of these lands on to the road.

More yet—A large proportion of the 3d range of towns, (at the least) all between the highlands on either side will find a home market in the valley, or a distant one on the sea-board, as they please. Here too, on our elevated sections lie the copperas, the iron and the marble, and the lime stone—and also, here grow the fleecy flocks that pay their annual tribute to the well stored pouch of the farmer.

And now, Farmers, reflect and tell us whether we have erred in our opinions and estimates. You will tell us, *we believe*, that our views are not wide enough. But, if we have said nothing *more* than is confessedly true, then our argument is conclusive to support the proposition advanced by us—which was, that you *alone* may build the road and be richer for it. Come up to the good work, and lay broad and strong the foundation of our common prosperity.

Again, look at the spirit of emigration. A great many of our valuable and enterprising citizens go to the West for the want of just such facilities here, as we are now speaking of. We suppose many of you are even now revolving plans to go for similar reasons. But why go? Why not remain here, and by your energies and example help to accomplish that which all feel to be so desirable, and which, once done, would remove the inducement to emigrate? For ourselves, we love these hills—our native hills;—these valleys, in which we were cradled;—these streams, which in their magnificence have rolled or in their sprightliness have bubbled before our eyes, ever since our eyes performed their office. We do not wish to go away from scenes so endeared—scenes made yet more dear by the thousand associations connected with them, from the civil, social and religious benefits we enjoy; and which, in some subordinate sense, enable us to appropriate the words of Holy Writ, and say, “If I forget thee, O Jerusalem! let my right hand forget her cunning.” To all, therefore, who are projecting plans of removal, we say in earnest,—‘Stay, and help us make this road;’ and to all without distinction we say,—Put your shoulders to the work; convince the youth of our favored land that they need not go to the distant west to seek their fortunes, and prematurely die far from home and kindred—but that they may here, at *home*, that dearest spot on earth, set up their domestic altars—here remain, to repose at last in the tombs of their ancestors.

But you will ask, Will the road be *immediately* profitable?—suppose it be true that in the end it will be profitable, will it become so in the outset; so that we can assure to capitalists a return of six per

cent. for their capital invested? To this question we answer, Yes, unhesitatingly. All rail roads yet enterprised, have become so; and does our route yield in importance or probable income to any? We answer, No. First, consider that, from the level plane of the track, the abundance and cheapness of the materials, and the facilities of excavation from the favorable nature of the soil, the expense of constructing this rail road will be far less than ordinary. Next, there are three classes of people, which, as passengers, will throng this thoroughfare:—First, the inhabitants of these valleys, going to and returning from market, and on their various business. Second, the pleasure-seeking world, who take the fashionable tour from the Atlantic coast to Quebec and Montreal, and onward to Saratoga and Niagara. Travel for health and pleasure on this tour has increased every season in a very rapid ratio. A tour to the White Mountains will be sought for, with avidity, by thousands, who now forego the pleasure of seeing this only specimen of truly Alpine scenery in the habitable part of our country. The third class will consist of that great company who now go from England to Canada by way of New York. These unquestionably would choose this route in preference to any other; and this company would be greatly increased. We cannot believe that a rail road through these valleys would fail of congregating on this route, from all these sources, a moving population which would of itself yield a profitable income. The transportation of the mails obviously suggests itself as a source of revenue to the road. Lastly the amount of produce sent to market, and of articles of consumption returned, together with the tonnage to and from manufactories,—all of which we know to be *now* immense,—would, we are sure, concentrate itself on a rail road in such proportion as will, like the item of income from passengers, of itself support the road. To borrow the language of Col. Stevens, “In ten years the road will earn itself.”

You inquire, perhaps, by this time, what, in particular, do you wish us to do? We say, let every man do every thing in his power, with the resolution that he will not stop doing till the end be attained. And, in particular, a survey must be made commencing early in the spring. This will be an expensive matter, requiring not less than \$6,000. Expense will also accrue in obtaining the remaining charters. When the committee raised for the purpose, shall have made the apportionment for the several towns on the route, and the solicitation shall be made, we hope the call will be promptly responded to, and the necessary funds subscribed. We hope you will all reflect, and reflect deeply, on this subject; that you will agitate it on every proper occasion, and do your part to increase the interest in it, and the action on it. And when the time arrives for the books of subscription to the stock to be opened, we hope you will, according to your ability, subscribe to the stock, with a liberality commensurate with the importance of the object and the confidence worthy to be reposed in it.

In view of the foregoing considerations, with many others that will rise spontaneously to the mind's eye of every observer—all constituting motives of the most stirring power—can it be necessary that we elaborate any studied exhortations to the duty of acting up to the complete accomplishment of the great work before us? Shall it a moment longer remain as a reproach to them, that the people of these

valleys, seeing their INTEREST in the clearest light of truth, have not the spirit to grasp it? Has the nature of the sons of New England indeed degenerated? And, while the other portions of our common country are rife with safe projects for improvement, many of which are yielding their rich fruits, and of others some are in the bud and some in the blossom, shall supineness and cowardice paralyze our energies, and mildew our fair fields? These are questions to which, in the mind of every one, there is a ready answer. They cannot be asked, as it seems to your committee, without raising on our cheeks the blush of shamefacedness at the thought—that we have so long overlooked, or have acted like those who overlook, the privileges granted to us. If these lovely valleys are capable, as it has been truly said they are, of sustaining in independence and social happiness, a population of ten times the number which they now hold—If, as is justly believed, these fertile hills and vales under the plastic hand of industry can be made to produce, from their lowest plains to their highest summits, ten-fold more than they now do of the revenues of agricultural labor;—if our streams, which now run their noiseless courses to the ocean, can be brought to yield the music of millions of spindles, and echo forth the songs of happy laborers whom competency and comparative wealth shall have disrobed of care:—then truly is it time for us to awake—shake the fetters from our limbs—and resolve on, and *perform*, the preeminent DUTY which the God of Nature, in allotting to us these means, has commanded us to fulfil.—Let these words be the motto of each, and of all,—IT SHALL BE DONE!

CARLOS COOLIDGE, } *Committee of*
 JOHN RICHARDS, } *Correspondence.*
 CHARLES HOPKINS, }

☞ It is proper to say that a considerable portion of the able and interesting report originally submitted by Mr. Davis, was, on view of expediency merely, stricken from that document, and does not appear in the preceding journal.

☞ The committee ardently hope that the friends of this enterprise in each town interested, will cause a meeting to be holden on the receipt of this pamphlet, and the substance of it rehearsed and discussed.

ERRATA.

In line 30, page 9, for "to procure" read "in procuring"—and for "to unite" read "uniting." The meaning is not, to procure, &c., but to pay the expense in procuring, &c.

Page 12, line 11, instead of "In the amount," read "In estimating the amount."